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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
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With which is incorporated the
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Hongkong Daily Press.

ESTABLISHED 1857

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1.00 p.m. to 5.00 p.m. Every 15 minutes.
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CHARGES MODERATE AND NO EXTRAS.
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Private Bar and Billiard Rooms.
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Table D'Hôte at separate tables.
For Terms, &c., apply to the
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Hongkong, 24th July, 1905. [a1341]

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Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

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Hongkong, 4th December, 1907. [a44]

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WHEN you may have ALL the Comforts

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Newly decorated and fitted with every modern

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Hongkong, 1st November, 1909. [1328]

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Macao is 40 miles south-west of Hongkong.

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[a196] THE MANAGER.

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[a1625]

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QUEEN'S ROAD CENTRAL (lately

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Hongkong, 20th November, 1909. [1432]

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WHISKYA BLEND OF THE FINEST PURE
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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 1st 1909.

The great part the Newspaper Press has played in all enlightened countries in the education of the people and in keeping governments themselves in due subjection to their duties seems to be daily appreciated by the Constitutional Reform Commission of China, and it is interesting to notice that the Commission has just issued instructions to the newly-established Provincial Assemblies that newspaper representatives shall be admitted to the meetings for the purpose of reporting the proceedings for the information of the general public. Great advantage would doubtless accrue from the general discussion of the projects which come before these Deliberative Assemblies, but it may astonish many of our readers to learn that very few of the provinces of China, even yet, are able to boast of a newspaper. Ten years ago there were not a score of daily newspapers in the whole Empire of China, and though we have seen in the Home papers from time to time references to the growth of the newspaper Press in China, the total number of daily and weekly Chinese newspapers still falls far short of a hundred, even when we include the fourteen published in Hongkong, whose circulation spreads beyond the confines of the Colony. The lack of a great and influential newspaper Press will militate against a rapid development of the reform movement in China, but we hope and believe that the inauguration of constitutional reform and the

spread of education will speedily lead to the extension of the newspaper Press in China as it did in Japan. Journalism in Japan may be said to date from 1861, when a fortnightly sheet, printed in the Japanese language, first appeared. It was not until 1870 that the first daily newspaper made its appearance in Tokyo, and not until the 'Eighties—whence dates the rise of the democratic movement in Japan—that any considerable impetus was given to newspaper enterprise. To-day nearly two thousand newspapers and periodicals are published in Japan, and there is not a town of any size in the Empire that cannot boast of one or more. China in this respect is thirty or forty years behind Japan. Take, for example, our neighbouring province of Kwangtung. The whole province of thirty-two million souls depends for its journalism entirely on Canton, where ten newspapers are now published, and on the newspapers of Hongkong, Kiangsi, which has an estimated population of eight millions, possesses only solitary and very small newspaper. Many other provinces of China still have none whatever.

In view of these facts, it provokes a smile to read, as we do in one of the latest London papers, that the Chinese Ambassador, who presided at the annual dinner in aid of the News-vendors' charity, "could have devoted himself in his speech, had he liked, not to recommending the excellent charity over whose dinner he was presiding, but to dealing at large with the profession from which it takes its rise." We are told that "the Chinese started a paper in days when our only form of publication consisted in pinning the skin of a felon to a church door for the edification of the parish." That, of course, is gross exaggeration. The Peking Gazette, which is often alluded to as the oldest newspaper in the world, and was doubtless in the mind of the writer of the foregoing paragraph, was a newspaper in a very limited sense. It was, in fact, merely a Court circular, of which very few copies were actually printed, as there were no printing presses in those days, and the process was a slow one. The ancient Chinese printer worked with two brushes, one to ink the engraved blocks, the other to take the impression, by passing it over the paper when it had been laid on the block. Down to fifty years ago the Peking Gazette was known to the majority of its readers as a daily manuscript only, for the few printed copies that were produced were copied by scribes attached to the viceregal yamens in the provinces. As a matter of historical fact, the honour of producing the first Chinese newspaper for the expression of public sentiment or opinion and for recording events of general public interest, other than Court intelligence, belongs, we believe, to the Hongkong Daily Press Office, from which the Chung Ngai San Po was first issued in 1857 and has continued to issue ever since. The majority of the Chinese newspapers which have since come into existence owe little to Chinese initiative, but we may confidently anticipate in the coming years a great development of the newspaper Press in China as a natural consequence of the remarkable educational movement now in evidence throughout the length and breadth of the land, and the direct incentive given to journalism by the inauguration of constitutional government. A powerful newspaper Press in necessary to China's development, and it is a significant sign of the times that the authorities are prepared to freely welcome the widest publication of the proceedings of the Provincial Councils, which are displaying a reforming zeal that is as gratifying as it is surprising. But that is another story, on which we shall have something to say in another article.

The Hankow A. D. C. played last week "His Excellency the Governor."

Mrs. Bailey (formerly of Hongkong) had the honour of presenting the Ladies' Parse at the Hankow Race Meeting.

Nine natives, who were charged before Mr. J. R. Wood at the Magistracy yesterday with gambling, were found guilty. The keeper of the game was fined \$100, and each of the players \$4.

The U. S. Pacific Fleet has won top position in the target practice this year, and Rear Admiral Harbor's Squadron at the Philippines stands second in the list of squadrons.

Mr. A. Fong, the well-known photographer, sends us a photograph of the picturesque ceremony in Statue Square on the occasion of the unveiling of the statue last week. It was a ceremony which will long be remembered by those who witnessed it. No photograph could adequately represent the scene, but Mr. A. Fong has certainly obtained the best possible results with his camera, and many will doubtless be glad to procure so interesting a memento of the occasion.

A special Service for Seafarers (on the lines of that held annually in St. Paul's Cathedral on Trafalgar Day) will be held in St. John's Cathedral to-morrow, at 9 p.m. The preacher will be the Lord Bishop of Victoria. Members of the mercantile marine and all interested in their welfare are specially invited to be present.

Ching Shi-ta, described as a hump-backed Frenchman, Shanghai, is charged with being concerned with another man not in custody in withdrawing 1,900 bales of hemp value Tls. 14,000, from the godown of Messrs. Butterfield and Swire in Frenchtown without presenting his bills of lading, thereby defrauding the complainants.

In the prospectus of 24,000,000 new shares of the Shantung Railway Company at Berlin it is stated that the development of trade has experienced a further increase. The receipts during the past nine months of the current year amount to \$2,760,000, against \$1,722,000 in 1908. The company anticipates for the year 1909 a somewhat higher dividend than that for the past year of 4 1/2 per cent.

To-morrow Dr. J. C. Thomson will give a lecture at the Chinese Y.M.C.A. on "Snake bite and the snakes prevalent in the neighbourhood of Hongkong," which will be illustrated by museum specimens of the principal types of snakes occurring in South China. To this lecture, which in itself will be most interesting, an element of novelty will be added through the courtesy of the authorities of the City Hall Museum in allowing their specimens to be exhibited and described by the lecturer.

A Kiangsi dispatch published by a Chinese contemporary says that a loan of Tls. 4,000,000 will be concluded with a foreign Power, for building a railway from Nanchang to Kiangsi. The loan will bear interest at 6 per cent, and the annual contribution of Tls. 300,000 by the Kiangsi province for the expenses of the line will be utilized as a sinking fund to pay off the loan. This fund should be collected by the syndicate and no direct communication will be allowed with the Central or Provincial Governments. The loan will not be secured on the line, neither will it be issued in foreign names, but in Chinese in order to avoid public scrutiny. It is stated that the loan has been negotiated through an Expectant Taoist who is Sheng Kung-pao's nephew.

A collision occurred last week at Tungchow, on the Yangtze River, between the C. M. steamer Kiangkeas, Capt. C. Frigate, and the N.D.L. str. Meikun, Capt. E. Minning. Both steamers were waiting passengers at that port of call when the strong wind then blowing caused them to come together with the result that the Meikun struck the Kiangkeas amidships, close to the engine-room, tearing a large hole in the latter's side. Fortunately there was no loss of life, and after making temporary repairs both vessels were able to proceed to Shanghai under their own steam. An examination showed that both steamers were so badly damaged that they will have to be docked before going on their usual runs.

Manila papers publish the information that the British steamer Kasebe, en route from New York to the Far East, including Manila, caught fire while discharging at Aden. The configuration was disastrous and the cargo was seriously damaged. A general average of twenty-five per cent. has been declared at New York and the underwriters have called for a deposit of 25 per cent. The Kasebe has aboard a big miscellaneous cargo for Manila port, including supplies for the insular purchasing agent, the quarter-master's department, the navy, and large quantities of Christmas goods for Manila merchants. The Kasebe is operated by the Buckland Steamship Lines, Ltd., of London, and is a vessel of 4,658 tons displacement. She was built in 1907 by A. Stephen and Sons, Ltd., of Glasgow, and is rated by Lloyd's as 100 A 1.

CANON HENSON ON
EPISCOPALIANISM.

Canon Papien presided at a meeting of the Churchmen's Union, at St. Martin's Vestry Hall, Charing-cross, London, recently. Among those present were Canon Boeching, Proctorial Sheriff, and Dr. Agar Beet.

Canon Henson said that two views of Episcopacy had contended for acceptance within the Church of England, and of those the older and more authoritative was not that which the Pan-Anglican Conference had adopted. The Episcopal Church of England had its place naturally as one of the reformed or Protestant Churches. It recognized the older Reformed and Protestant Churches as sisters, and was in full communion with them. All stood together as possessors and guardians of the "pure Gospel," "the reformed religion," against the "common enemy," the Roman Catholic Church. That conception prevailed in the Church until the rise of the Tractarian in the first half of the 19th century. There was, however, another, and unauthorized, view which after a brief prominence, during the interval between the Restoration and the Revolution, fell into general disregard for 150 years, and then emerged in the "Tracts for the Times." Within little more than 70 years this view had crept into general acceptance among the clergy and now prevailed on the Episcopal bench, a view he would call Episcopalianism. On this view the Church of England could have no dealings with any non-Episcopal Church, and therefore, with the exception of the Church of Sweden, it must endure a situation of religious solitude. It could have no religious intercourse with the Nonconformist Churches, which, though technically dissenting in England, were parts of great and flourishing communions in other lands. Episcopalianism thus involved isolation and strife. He held that the older Anglican view was true, and more charitable, and that its restoration to an Anglican acceptance would be greatly beneficial to religion. He maintained that the Church of England was Episcopalian but not Episcopalianism.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE DIPLOMATIC
CHANGES.

Tokyo, November 30th.

It is officially announced that Mr. Akizuki, the Minister to Belgium, has been appointed Ambassador to the Court of Vienna.

JAPANESE TRADE IN
MANCHURIA.AN AMERICAN CONSUL'S STATEMENT.
CONTRADICTED.

Tokyo, November 30th.

The Japanese authorities deny a report by the American Vice-Consul at Mukden that Japanese goods enter Manchuria duty free, and also the further statement that Japanese merchants receive advances from the Yokohama Specie Bank at 2 per cent. interest.

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]AN ANGLO-GERMAN AGREE-
MENT.

LONDON, November 30th.

Reuter's correspondent at Berlin reports that an Anglo-German Agreement has been signed settling differences with regard to the boundaries of Uganda, German East Africa and the Congo. The details are being kept secret pending negotiations with regard to the Congo.

NEW BRITISH WARSHIPS.

LONDON, November 30th.

An improved Dreadnought, to be named "Orion," having a displacement of 23,000 tons and a speed of 21 knots, and a super-Invincible cruiser to be named "Lion," having a displacement of 26,000 tons and a speed of 28 knots, and armament equal to the Dreadnoughts, have been laid down.

THE COMMONS AND FINAN-
CIAL CONTROL.

LONDON, November 30th.

The House of Commons will re-assemble on Wednesday, and Mr. Asquith on Thursday will move his resolution of remonstrance reaffirming the right of the House of Commons to the absolute control of finance.

THE LORDS AND THE BUDGET.

LONDON, November 30th.

In the House of Lords yesterday the debate on the Finance Bill was resumed.

Lord Morley said Lord Lansdowne's amendment assumed the power of forcing a dissolution equivalent to the repeal of the Septennial Act. If the amendment were carried the whole financial machinery of the year would be deranged. It was not suggested that the Budget would bring about the millennium, but it was certain that it would not bring pandemonium.

Lord Rothschild said the Budget would undermine credit and destroy confidence. Thus the resources on which every Chancellor relied would be impaired.

Lord Middleton and Lord Amthill denounced the Budget. Lord Reay, Lord Swaythling and Lord James of Hereford spoke in its defence.

INTERPORT CRICKET.

EIGHTH DAY.

HONGKONG & COMBINED TEAM.

The interport cricket meeting concluded yesterday with the second stage of the match between Hongkong and the Combined Team drawn from Shanghai and Singapore players. Hongkong started with 173 for the loss of eight wickets, and the remaining two wickets brought the score up to 235, 40 in excess of the total made by the Combined Team. The feature of Hongkong's first innings was the brilliant stand made by Maundrell, whose hard hitting was responsible for his team's favourable position. When only five short of his century he was caught by the bowler. Scores:—

HONGKONG.			
T. E. Pearce, c Barrett, b Clarke	45		
A. G. E. Elborough, c and b Clarke	0		
W. D. Turner, c Maundrell, b Hennessy	19		
Capt. Garnett, run out	0		
Rev. W. H. Maundrell, c and b Hennessy	95		
W. Edwards, b Hennessy	17		
R. E. H. Oliver, c Eddis, b Garnett	18		
R. O. Hutchison, c Brand, b Garnett	13		
Lieut. Green, b Hennessy	0		
Lieut. Bagnall, c and b Clarke	11		
R. E. O. Bird, not out	12		
Extras	14		
Total	235		

Bowling Analysis.

	O.	M.	R.	W.
Hennessy	25.2	4	66	4
Lieut. Bagnall	13	0	16	3
Garnett	12	0	16	2
Main	12	3	43	0
Sparks	4	1	13	0
Anderson	2	1	24	0

The Combined Team started batting at eleven o'clock, the Straits initial pair, Greater and Eddis, making a good beginning. Eddis knocked up 36 in twenty minutes, when he was caught by Pearce, and his successor, Anderson, who was expected to do more than reach double figures, was clean bowled by Bird when the score had been run up to 59. The team were all dismissed by one o'clock for 187.

COMBINED TEAM—(2ND INNINGS).

N. E. Greiner, c Oliver, b Bird	55
Lieut. Bagnall, c Pearce, b Bird	32
R. N. Anderson, b Bird	19
Lieut. Clarke, c Pearce, b Bird	19
Capt. Barrett, b Oliver	16
H. R. S. Zehnder, b Bagnall	9
D. Hennessy, c and b Bird	9
B. Brand, c Green, b Bagnall	9
S. G. A. Maundrell, not out	13
N. L. Sparks, c Pearce, b Bagnall	4
T. Main, c Garnett, b Bird	4
Extras	16
Total	187

Bowling Analysis.

	O.	M.	R.	W.
Oliver	13	3	57	1
Bird	21.5	7	80	5
Garnett	5	0	10	0
Bagnall	5	2	15	3

HONGKONG'S SECOND INNINGS.

After the fifth adjournment Pearce and Elborough went to the wicket for the champions. Play opened at ten minutes past two, thus leaving an hour and forty minutes for the local team to produce the 148 required. Pearce faced Hennessy's first delivery, and pulled the last ball of the over to leg for four. Elborough then faced Clarke's bowling, scoring a couple of singles, while Pearce added a third. In the fifth delivery, however, the latter glanced off his bat, and Barrett made sure of the catch. Turner filled the gap, and after stepping a few of Clarke's deliveries sent one to the western boundary, following this up by another boundary hit. A cut off one of Hennessy's to the slips was productive of a single, Turner following with another four. Clarke resumed the trundling from the western end, his first delivery to Elborough being skied, and caught comfortably by Zehnder at mid-off. 24—2—5. Garnett came next, but after scoring a single from Clarke, he skied one to the long field, and returned to the pavilion. Rev. Maundrell then faced the bowling of Clarke, being caught first ball. Hongkong's wickets were falling rapidly when Edwards filled the breach, opening to the trundling of the moonstruck Straits bowler. He nicked the opening delivery to the slips for a single, following this up with a cut to the boundary. Garnett then faced Hennessy, scoring a boundary and then succumbing to a well-directed ball which took his middle stump, 39—5—6. Bagnall opened with a boundary, scored off Clarke, following it up with a pretty cut to the off of one of Hennessy's deliveries. Clarke's next over saw a few more added to the score, and then Edwards faced Hennessy. After blocking a few he was clean bowled, his total being nine runs, and the Champions requiring 92 to win. Oliver partnered Bagnall, but the latter immediately returned to the pavilion, being caught by Clarke's next ball. 56—7—13. Hutchison filled the gap, cutting Clarke for a single, and having a narrow escape in the next ball, which he skied dangerously. This partnership continued to multiply the runs slowly but steadily, each man treating the bowlers with respect, but neglecting no opportunity. A boundary by Hutchison brought the score up to 70, and he followed this up by an excellent drive off Hennessy's first delivery in a new over. The batsman appeared confident when he next faced Clarke, for he lifted one of his deliveries clean on to Queen's Road, cutting the succeeding one to the boundary. At this stage both bowlers appeared good sport for the slogging Hutchison, who was sending the leather to all quarters of the compass, and scored 16 off one of Hennessy's overs. Hutchison's meteoric and useful innings was brought to a close by a change of bowler, Main relieving Clarke at the western end and clean bowling Hutchison with the first half of his first over. Hutchison had added a useful 39 to the total and was heartily applauded as he approached the pavilion. Green was next man in, but Main's second delivery took his wicket, and Hongkong's last man, Bird, went out from the pavilion, followed by the cheers of the spectators. Hongkong now required 35, and Bird opened to the trundling of the successful Main, and blocked Hennessy's next over. Oliver sent Main's second delivery to the boundary, the spectators being held in suspense for a few

anxious seconds, until it was apparent that the long field man had no opportunity of effecting a catch. A few more boundaries for Oliver, and then Bird faced the bowling of Main to again move the over. Bird was playing the same safe game during Main's next over, but lifting one a little too high to the mid-on. Clarke made sure of the catch. The Combined Team thus won an exceedingly interesting and exciting match by 21 runs.

Scores:—

HONGKONG.—(2ND INNINGS).			
T. E. Pearce, c Barrett, b Clarke	5		
A. G. E. Elborough, c Zehnder, b Clarke	5		
W. D. Turner, c and b Hennessy	14		
Rev. W. H. Maundrell, b Clarke	0		
W. N. Edwards, b Hennessy	9		
Capt. Garnett, b Hennessy	6		
Lieut. Bagnall, b Clarke	13		
R. E. H. Oliver, not out	28		
R. O. Hutchison, b Main	30		
Lieut. Green, b Main	0		
R. E. O. Bird, c Clarke, b Main	1		
Extras	8		
Total	123		

Bowling Analysis.

	O.	M.	R.	W.
Clarke	14	1	73	5
Main	4	0	7	1
Hennessy	15	5	30	2

INTERPORT TENNIS.

STRAITS BEATS HONGKONG.

One of the most interesting tennis matches witnessed in Hongkong was the meeting yesterday afternoon between the Hongkong and Singapore champions—C. A. Carr and A. D. Cox—and yet the result was disappointing to a large body of spectators, as Carr was regarded as one of the finest tennis players in the Far East, met his master. Cox did not give him a look in at all, winning the three sets in succession. The scores were 6/0, 6/1, 6/4.

The first game found both men keeping well on the back line. Their style of play was much the same, though Cox had a very effective slicing serve and put tremendous force into each stroke. His returns were well placed and very speedy, and nearly every time found his man unprepared. From the first it was seen that Cox had the game in hand. He kept Carr running all over the court and won the first six games in succession, gaining a love set. Carr was not playing with his usual steadiness. His service was not so effective, and on several occasions his backhand was weak, and in taking the speedy returns of his opponent he found it impossible to keep within the chalk.

The second set was practically a repetition of the first. Cox put the ball all over the place and kept Carr on the move, and his fierce driving strokes were practically uncatchable. However, Carr won the second game, but try as he might he could not win another. He made several double faults, and after dence was called in the fifth game he had a chance of winning; he ended a fine rally by hitting just beyond the chalk. In the next game he had another good try, and finding Cox at the net tossed on to the back line, but the latter returned it with a clean overhead stroke which Carr smashed, only to find it returned with a force which made it impossible for him to take. This ended the second set 6/2.

A better struggle was made in the third set. Carr lost his first serve and so did Cox. This was repeated in the next two games, and then Carr with some fine volleying got a lead of two games. He was not allowed to keep it, for Cox won the next four right off and ended the match.

THE KING'S BIRTHDAY CELEBRATION AT SHANGHAI.

"THE EXECUTION" ON THE RACE COURSE.

The informal part of the day's celebration at Shanghai included the lighting of a bonfire on the Recreation Ground. The following report of this feature is given in the N. C. Daily News:—

At 9 p.m. the hour appointed for the forming up of the procession to escort the "condemned" to execution, the only sign that there was anything unusual about in the Recreation Ground was the presence of a small knot of foreigners, a donkey and a big drum. A few minutes later, with much toot-toot, up drove a motor car, the most conspicuous passenger in which was a figure who wore placards on his chest and back inscribed "Cur' Hardie." He wore a cap of the style common among labourers of the lowest class at home, and round his neck was a thick hempen cord. Without more ado he was lifted from the car and seated backwards, astride the long-suffering donkey. Crowds seemed to spring up from nowhere, a band put in an appearance, and a minute or two afterwards an escort armed with flaming torches was waiting to start for the place of execution. The procession was led by the band, which undertook to play a funeral march in slow time, but was hustled along so rapidly by the torch-bearers and the crowd of spectators behind that at times the air might have been mistaken for a two-step. On either side of the march were stalwart guardians. The "Cur" was supported by stalwart guardians. He had a staid leer upon his features which might have been mistaken for fear or contempt.

The procession across the grass to the Grand Stand was a weird spectacle. First went the band, flanked on either side by curious spectators. Then followed a dozen torch-bearers, and immediately behind them, surrounded by more torch-bearers, came the donkey and his rider. A long train of spectators followed in the rear. Entering the Race Club enclosure the procession encircled the Grand Stand, which was filled with eye-witnesses, and then, marching across the course again, made for the scene of the bonfire. A bell now began to toll, and the crowd taking part in the procession was augmented by more spectators who were waiting in the enclosure.

Above the bonfire tall gallows had been erected, and the original intention was first to hang the effigy, and then to burn it. Rumours of an attempt to rescue the victim were current during the day, but the opposition adopted the more judicious course of lighting the bonfire thus destroying the rope and pulley which had been put into position for the execution. A large circle of humanity, the circumference of which was determined by the heat of the flaming barrels, had assembled round the place of execution, and through it passed the torch-bearers, the victim and his executioner. Coming to a halt near the flames the executioner lifted "Cur' Hardie" from his seat and out the effigy into the flames, amidst loud cheers. "Cur' Hardie" was then sung enthusiastically by the assembled crowd, the ball returned to before was tossed vigorously, and three hearty cheers for King Edward were given. The spectators waited a while to see the bonfire burn down and to watch the display of coloured lights and fireworks.

THE SCOTTISH BALL.

A BRILLIANT SUCCESS.

Hackneyed though the phrase may be, there is none other which adequately describes St. Andrew's Ball. A brilliant success it always has been, and last night's event was another. It could not well be otherwise when we remember that it is undertaken by men who have a social, pleasure-loving instinct. Apart from the King's Birthday Ball, which is the inauguration of the social season in the Colony, the Scottish Ball is undoubtedly the event of the season. In numbers and in splendour it exceeds every other social event, and its popularity increases with each passing year.

St. Andrew's Day is the one day in the year when Scots abroad delight to foregather. They may have their reunions at the New Year or on Burns' Birthday, but the name day of their patron saint is always remembered. On that occasion they meet in larger numbers than at any other time. "When Scots meet hearts warm," and so they recall the memories of their native land and its dear associations. In Hongkong the celebrations are not confined to the festive board, which, after all, is usually limited to the men. They are on a more comprehensive scale, and not only do they embrace the sons and daughters of Scotland themselves, but many other members of the community join in the pleasures of the evening, and thus it is that the ball assumes an importance which is unequalled in the Far East.

THE DECORATIONS.

The decorations were of necessity on a less elaborate scale than on some former occasions owing to the fact that the Bandmann Comedy Company were in occupation of the Theatre up till the dawn of St. Andrew's Day, but it must not be inferred that the usual picturesque effects were lacking. Far from it. The ball, when at its height, presented a scene of brilliancy and splendour and pleasing contrasts which was worthy of the best traditions of the Society. Greater simplicity characterised the adornment of the interior. For instance, at the bottom of the stairway was a large St. Andrew's Cross outlined with electric bulbs, while at the top the attention was attracted by the lion rampant of Scotland, supported by St. Andrew's crosses, and draped with flags. On either side of the massive mirror which hung beneath the dates—"1847" and "1909," which indicated the birth and age of the Society. As the national flower of Scotland, the thistle found a conspicuous place on the walls, which were further decorated with the warlike emblems of spear and battle-axe covered with the Highland targe. The beautiful design of the thistle was outlined in vari-coloured lights above the stairway, and the many flags introduced added no little to the charm of the decorations.

St. Andrew's Hall was draped with white and blue, the colours of the Society, and the place of the pictures of Scottish worthies was filled by the Society's coat of arms. Round the walls were placed shields bearing the coats of arms of most of the clans and Scottish families. In St. George's Hall the red and white of the Hongkong and Shanghai Bank were employed to drape the doorways, a compliment to Chief Smith, and in addition to the clan crests in this hall the Scottish lion stood boldly overlooking the band, while the picture of Queen Victoria was accompanied by the royal standard. The reception room was as before, but the Theatre Royal, which was used as the supper room, had fewer decorations, though more work was put into the seating and dining arrangements. The gallery was altered so as to give only two terraces, and these were guarded by red ropes running through standards. Spears, battle-axes and shields relieved the front of the balcony and also adorned the walls, while running round the back wall was the motto "I'll drink a cup o' tea back wall yet." As usual, the prettiest effect in the supper room was the horse-shoe table on the stage, which was beautifully decorated with flowers and laid with artistic care. Solidly built tables added much to the convenience of all.

Though the place names were absent this year, the clan crests placed on the walls afforded the old-time convenience for "trying," as it was no easy matter for partners to discover each other in the midst of the gay throng which crowded the two halls, and in fact the entire building. "Acuterment" was the resort of those who favoured less active pleasures than dancing.

Mention must be made of the gentlemen who laboured strenuously to achieve the fine picturesque results which delighted everybody, and the thanks of the Society are due to Messrs. J. I. Andrew (convener), A. M. Marshall, Jas. Macdonald, G. Duncan, David Keith, Frank Graham and David Wood (hon. secretary), the members of the Decoration Committee.

OFFICIALS.

The amount of work involved in connection with the Ball is enormous, and by far the largest share falls on the hon. secretary. The Society was again fortunate in having the services of Mr. David Wood, who discharged his multifarious duties with his customary diligence and urbanity. He was assisted by the following committees:

Invitation Committee.—Mr. J. R. M. Smith, Hon. Mr. Murray Stewart, Messrs. T. F. Hough, Robert Showay, David Wood, G. M. Dalgety, W. Armstrong, J. W. C. Bonnar, Andrew Forbes, D. Macdonald, E. Ormiston, W. Dickson, M. R. Dyer, C. E. Anton, D. R. Law, D. Templeton, Hon. Mr. A. M. Thomson, Captain Campbell Heathcote, A.D.C., and Mr. David Wood (Hon. Sec.), Convener.

Dancing and Music Committee.—Messrs. G. Balloch (Convener), P. S. Jameson, Frank

Maitland, E. Ormiston, W. Armstrong, Andrew Forbes, A. Sinclair, Dr. C. Forsyth, Messrs. H. C. Jones, R. O. Hutchison, C. G. Mackie, D. Macdonald, Hon. Mr. Murray Stewart, Captain Campbell Heathcote, A.D.C., Mr. David Wood (Hon. Secretary).

Card Room Committee.—Messrs. J. W. C. Bonnar (Convener), J. Johnston (J. M. and Co.), H. A. Macintyre, W. M. Anderson, A. G. Gordon, J. McCubbin, David Wood (Hon. Sec.).

Ladies' Room Committee.—Dr. D. B. Black and Messrs. Duncan Clark and A. Findlay Smith (Convener).

Refreshment Room Committee.—Messrs. T. F. Hough, Donald Macdonald, E. Ormiston.

Supper Committee.—Mr. James D. Auld (Convener).—Dress Circle.—Messrs. J. Hall (in charge), R. McGregor, M. A. Murray, J. T. Douglas, H. Greig, W. Murray Scott, W. L. Leask, A. Davidson, Adam Gibson, J. B. Logan, W. D. Graham, Thos. Arthur, R. D. Bentlie, G. L. Duncan, J. M. McHatchon, Wm. Pittendrigh, C. T. A. Robertson, J. Dunn, and C. A. W. Ferrier. "Stalls."—Messrs. A. B. Sutherland (in charge), A. V. Monk, A. C. More, J. Paterson, A. R. Austin, S. B. C. Ross, E. Grant Smith, G. Morton Smith, A. T. Walker, James Craik, J. Clark, Dr. John M. Gordon, R.N., Captain R. B. Crawford, R.G.A., Messrs. W. N. Fleming, W. Ironside, J. B. C. Neilson, J. W. Stewart, A. C. Leith, F. G. Walker, A. W. W. Walkinshaw and J. Kennedy.

THE DANCE.

Dancing was timed to commence at nine o'clock, but shortly before that hour guests began to arrive and a steady stream continued to ascend the stairs for almost an hour afterwards. The numbers were practically the same as before. It would be difficult to give actual figures, but it is estimated that well over a thousand persons were present. Of course it was impossible for that number to find dancing room on the floor at one time, but other sources of amusement relieved the pressure somewhat, and after supper the accommodation was all that could be desired. The Band of the Buffs supplied excellent music, even that for the Strathpey being beyond reproach. His Excellency the Governor again attended the ball. He was met at the entrance by "Chief" Smith and members of the General Committee, and led by the Hon. Secretary (Mr. Wood) they were piped to St. Andrew's Hall by Hon. Piper Ian Neilson. Here the Band of the Buffs then played "God Save the King."

The Ball was opened officially by the dancing of the "Lancers," the official set being as follows:—H. E. the Governor and Mrs. Smith, Mr. J. R. M. Smith (President) and Mrs. Lyon, Hon. Mr. Murray Stewart (Vice-President) and Lady May, H.E. Major-General Broadwood and Mrs. Brewin, His Honour Chief Justice Rees Davies and Mrs. Ormiston, Commanders Herbert Lyon and Mrs. Bonnar, Hon. Sir P. H. May, K.C.M.G., and Mrs. Gresson, Hon. Mr. W. J. Gresson and Mrs. Baddeley.

The programme was as follows:—

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|--------------------------|---------------------------------|
| Extra Waits | Chanson de mon Cœur |
| 1. Lancers | The Mikado |
| 2. Waits | A Waltz Dream |
| 3. Caledonians | The Highlanders |
| 4. Waits | Yenus on Earth |
| 5. Eightsome Reel | The Dillamang the Tailors |
| 6. Two Step | Yip-addy-ay |
| 7. Caledonians | Scotch Air |
| 8. Strathpey and Reel | Marquis of Huntly |
| 9. Waits | Gold and Silver |
| 10. Two Step | Teddy Bears' Picnic |
| 11. Waltz | The Dollar Princess |
| 12. Two Step | Old Daddy Pegleg |
| 13. Waltz | Luna |
| 14. Eightsome Reel | Mr. McLeod of Raasay |
| 15. Polka | Off We Go |
| 16. Strathpey and Reel | (Money) and Reel of Tulloch |
| 17. Highland Schottische | (Nae Luck about the Hoose) |
| 18. Caledonians | Selected |
| 19. Eightsome Reel | The Wind that Shakes the Birkie |
| 20. Waltz | Sourie d'Avril |
| 21. Two Step | Mosquito Parade |
| 22. Waits and Galop | Beautiful Danube and Post Horn |

After the eighth dance on the programme the President's supper party were conducted by the Hon. Secretary and piped by Mr. Neilson from St. George's Hall to the Theatre stage, where supper was served. The party was composed of those who formed the official set and the following:—Hon. Mr. P. H. N. Jones and Mrs. Hewitt, Hon. Mr. E. A. Hewitt and Mrs. Bedford, Mr. J. W. C. Bonnar and Mrs. Chamier, Mr. Donald Macdonald and Mrs. A. G. Gordon, Mr. E. Ormiston and Lady Fyfe.

During supper, the Chief proposed the toast of "The King." He said:—Your Excellencies, Ladies and Gentlemen—Wherever in the British Isles can His Majesty the King look for greater loyalty than in Scotland—(applause)—and I am sure that nowhere in the British dominions beyond the seas where Scotsmen are gathered together to-night will the loyal toast be received with greater enthusiasm than here in the Colony of Hongkong under the auspices of St. Andrew's Society. (Applause.) Ladies and Gentlemen,—

"The King."

The toast having been joyfully honoured, Chief Smith then proposed "The Pious Memory of St. Andrew." In doing so, he said:—Ladies and Gentlemen—The thirtieth of November is a day that no Scotsman, however far he may have wandered from his native land, can ever forget. It is the one great occasion in the year which he is by tradition called upon to celebrate, and in the East he is privileged by old established custom to invite others to participate in the celebration. On behalf of the members of the Hongkong St. Andrew's Society, I have the honour to bid all our

guests most heartily welcome to-night. St. Andrew's day, to the unsympathetic, is the day on which Scotsmen are wont to sing their own praises. That is not the object of our gatherings. We meet together only to give vent to our feelings of affection for the little country of our birth, and of pride in her history and traditions. (Applause.) If to some it may seem that we are apt, on such occasions, to land Scotia's merits to excess, I would ask them to attribute it to excitement caused by the sound of the bagpipes—(laughter)—and not to any desire to emphasize national differences. As I have said, we are proud of our own traditions, but true love of country is no narrow sentiment. The man who loves his own country best is the man most ready to appreciate the national sentiments of others. The highest form of patriotism, beginning like charity at home, broadens out in widening circles, and while we are here to night to proclaim ours in all intensity, we do not forget that it is Scotland's greatest poet in his noblest mood who uttered the immortal wish—

"That man to man the world o'er shall brethren be for a' that."

I now ask you to join me in drinking—"To the pious and immortal memory of Saint Andrew."

The toast was drunk in silence. The ceremony of bringing in the haggis then took place. Piper Neilson played in the haggis, which was carried by Mr. G. Duncan, while Mr. H. A. Macintyre carried the "barley bree." These were placed in front of the Chief, and he gave the carriers of the haggis and the whisky a dram from the quail. He next paraded himself from the quail and offered the same to his chief gentlemen guests, and the whisky-bearer then supplied each gentleman guest with a dram. This ended the ceremony, but the piper played at intervals during supper. The menu was as follows:

MENU.
"Some have meat and canna eat,
And some had eat that want it;
But we have meat and we can eat,
And aye the Lord be thankit."

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|-------------------------------|-----------------|
| 1.—Saddle of Mutton | 2.—Roast Turkey |
| 3.—York Ham | 4.—Roast Capon |
| 5.—Corned Beef | 6.—Game Pie |
| 7.—Pate de Foie Gras in Jelly | |
| 8.—Chicken Sauté | 9.—Hot Potatoes |
| 10.—FILL HAGGIS. | |

"Fair fa' your honest face, fair,
Great chieftain o' the p'udlin' race,
Aboon them a' ye tak your place."

"Freedom and whisky gang together. Tak
aff your dram."

- | | |
|-------------------------|-----------------------|
| 11.—Gooseberry Tart | 12.—Jellies |
| 13.—Blanc Mange | 14.—Vanilla Ice Cream |
| 15.—Chocolate Ice Cream | |

"Breathes there the man with soul so dead,
Who never to himself hath said,
'This is my own, my native land,'
Whose heart hath e'er within him burn'd
As home his footsteps he hath turn'd
From wandering on a foreign strand?"

GREETINGS.

At the close the Chief read his own and Hongkong Scots' telegram to Brother Scots of Hongkong, Singapore, Manila, Iloilo, Fookhow, Waihaiwei, Penang, Amoy, Shanghai, Yokohama, Kobe, Nagasaki, as follows:—"Chief Smith and Hongkong Scots greet brother Scots, David Wood, Hon. Secretary." Their replies were read.

The piper played the President and his table guests from the supper room to the ball room.

VICEROY TUAN'S DISMISSAL.

It is stated that in pursuance of a Decree issued, the Ministry of Civil Appointments determined on the penalties on ex-Viceroy Tuan Fang's behaviour, and decided that his not in causing photographs to be taken of the funeral procession was a private offence, but that punishment for riding about in the full freedom in his sedan chair with up to four attendants, which was within the law, and for using the telegraph poles, which were tantamount to violation of established regulations, should be less of rank. It is stated that the Lung Yu Express Dowager was highly displeased with the ex-Viceroy for allowing photographs to be taken, and this aggravated the case against him. Four persons have been arrested for attempting to take photographs at the Mausoleum, and they have been tried by the Court of Cassation which intends to sentence the prisoners to imprisonment, and the accessories to imprisonment. It is further reported, naively, that though the Prince Regent demurred in the matter he was obliged to conform to rule and accepted the Viceroy's dismissal as recommended. Sympathy is expressed for the Viceroy, who is popular with all who know him.—N.C. Daily News.

FOG BOUND.

Sir Robert Farquhar states that he has lived too long in China to feel at home in a London fog.

Oh! for a Peking man that chimes
From out a sky of China blue,
Where no pervasive fog persists,
And even mist is never missed;
Where life is run on pleasant lines,
And specialists have nought to do!

Yet were I in that pleasant place
Where fancy now elude to roam,
Though I enjoyed it for a bit,
Soon should I be fed up with it.

And tears would patter down my face,
And thought of London fogs and home,
Here, midst the City's muffled din,
Where poor strayed motes-blast their fill,
And lurid adjective and verb
Crash forth as wheels surround the kerb.

I know myself at least within
An England that is England still!

What odds if not and sulphur olog
The bronchitis meant for purer air?
Shall British courage fail me? No!
Yet this I must admit, although
I feel at home within a fog,
It is the dillies getting there!

—Touchstone in the Daily Mail.

SUPREME COURT.

Tuesday, November 30th.

IN CRIMINAL JURISDICTION.

BEFORE THE ACTING CHIEF JUSTICE
(Hon. Mr. REES DAVIES).

BANKRUPTCY PROSECUTION.

The trial of Li Wei Tong, partner of the Lum Yick firm, which formerly did business at 304, Des Voeux Road, was continued.

The accused was charged with offences under the Bankruptcy Ordinance, and pleaded not guilty.

The Acting Attorney-General (Hon. Mr. F. A. Haselwood), instructed by Mr. Denny, conducted the prosecution, and Mr. C. G. Alabaster, instructed by Mr. Hinde (of Messrs. Brytton and Hott), appeared for the defence.

The following jury were empanelled: Messrs. H. A. Lammert, W. F. Gardner, A. J. Roche, E. H. W. Reinhard, D. Jackson, G. H. Barker and R. D. Harris.

Mr. Alabaster, in opening the case for the defence, said if the Crown's case as to the removal of the goods was correct, the removal took place after the firm had ceased to carry on business. If the other date mentioned was correct, the transactions complained of took place while the firm was still carrying on its business, and it was for the Crown to satisfy the jury that the goods were not disposed of in the ordinary way of trade. How did the Crown prove their date? By producing a large number of copies who all swore that the removal took place on the 16th, 17th and 18th April. Then it transpired that these copies had had a little conference about it, and all had agreed that that would be the best date to give. The Crown were dissatisfied with their own witnesses, and put in some documentary evidence to confirm their story. And that documentary evidence consisted of forged documents; forged by a man who was in the firm and had signed the declaration of assets, but who had since absconded. That man cooked the books and tore out pages, therefore little value could be put on the data given by the Crown. Yet the learned Attorney-General said he considered himself bound by his dates. He was willing to stand or fall by them, and Counsel submitted that he had already fallen. By the case for the prosecution it was perfectly clear that the goods were hired on March 17th, a month before the firm went bankrupt. Therefore the whole point that this could not be the ordinary way of business, that it was after the bankruptcy, had failed. Then it came out, in the course of the case for the Crown, exactly what did happen concerning the removal of the goods, of which the prisoner was accused. Their great witness—the man who kept on forgetting and remembering—said the man who ran away was in charge of the books, and the prisoner was in charge of the foks. The only evidence on which the case for the prosecution was based was the evidence given by the defendant at his public examination. The public examination of a man was one of the few in which he was bound to answer questions that might afterwards be used against him. In this case, so far as he understood, there was no public examination until September. In or about that month the Official Receiver was told that the prisoner was a partner, and he was examined and signed his depositions. He then explained that he had a small share in a large business. Another man, who was called as a witness by the Crown, when questioned as to the partnership, swore he was an employee, getting \$12 a month. Counsel asked the jurors to consider whether a man dressed up in silks and satins was likely to be only an employee getting \$12 a month, a man who paid nearly two years' salary to buy a title. The date of the removal was very important. If the Crown satisfied the jury that the goods were not removed in the ordinary course of business, then they must convict. But if the Crown did not satisfy them that the goods were not removed in the ordinary course of business, then they must acquit.

Evidence for the defence was then called, and after listening to the addresses of Counsel and Mr. Lordship's directions, the jury retired.

Ten minutes later they returned into Court, and the foreman announced that they unanimously found the prisoner not guilty on all counts of the indictment.

The prisoner was then discharged, and the Sessions adjourned until this morning.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 11.50 a.m.—The barometer has fallen very rapidly in E. Japan, the depression which passed near Vladivostok last evening having increased over the China coast, particularly in the North. It is highest over the Yangtze valley.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { fresh; fine;
N.E. winds;
strong.

Formosa Channel { Same as No. 1.
N.E. winds;
strong.

South coast of China between { Same as No. 1.
Hongkong and Lamooka.

South coast of China between { Same as No. 2.
Hongkong and Hainan.

LATEST STEAMER MOVEMENTS.

The Bank Line str. *America* sailed from Kobe on the 29th ultimo for Hongkong via Moji.

The Bank Line str. *Kumeric* sailed from Kobe on the 29th ult. for Puget Sound via Yokohama.

The cargo of Silk shipped on board the M.M. str. *Sydney*, which left this port on the 27th October, was delivered in Lyons on the 27th ultimo.

The C.P.R. str. *Montague* arrived at Kobe at 11 p.m. on the 28th ult., and left again at 2.30 p.m. on Monday for Shimoda, where she is due to arrive at noon on the 30th ult.

COMPANY MEETING.

THE INTERNATIONAL COTTON MANUFACTURING CO. LTD.

The fourteenth annual meeting of the above named company was held at the company's office in Shanghai last week, Mr. C. Rayner (Chairman) presiding.

The CHAIRMAN said:—The report and accounts have been in your hands for some days and with your permission I will, as usual, take them as read. Before moving to the adoption there is really very little to say in further explanation. The mill has worked satisfactorily on day work only throughout the year and a fair margin of profit has been secured in spite of exceptionally high prices having ruled for the raw material; in fact, cotton prices reached a level of more than double the values figured on when the local mills were first started. There has, unfortunately, been no improvement in the vexed question of watered cotton, and it seems, very little practical relief can be expected locally owing to the strong competition for the staple between local mills and Japan. The remedy would be to leave Chinese cotton severely alone for a season and to draw the necessary supplies from other markets where water is not added, but this, I am afraid, only occasionally possible. With regard to the policy followed by your Board of working by day only, the same may have exercised a mind at some of our shareholders, and I wish, therefore, to assure you that the matter has had our constant and anxious consideration. We tried night work for years ago and abandoned it, and our Mill Manager considered it his duty last year to advise us that the circumstances which militated against night work then still held good last fall. At the commencement of the present season we have again reconsidered our position and some features appearing to look more favourable, and have decided to take up night work, and after careful preparation the mill has been so running since the 15th instant. You may rest assured that the results are being very carefully watched, and I trust we shall benefit by this new departure. With regard to the accounts themselves, thanks to the liberal provisions made in the past, the value of the mill equipment to-day compares favourably with other similar undertakings, and the improved financial position of the company seems a matter for congratulation.

If any shareholder desires information on points I have not touched upon, I shall be pleased to furnish same to the best of my ability. There being no questions.

Mr. C. RAYNER proposed, Mr. A. HIDE seconded, and it was carried:—That the report and accounts for the year ending 30th September, 1909, as presented, be accepted and passed.

Mr. C. RAYNER proposed, Mr. A. HIDE seconded, and it was carried:—That a dividend at the rate of 10 per cent. or 15s. 7.50 per share, for the year ending 30th September, 1909, be paid to the shareholders.

The election of Mr. Jas. N. Jameson to the Board of Directors was confirmed, and Mr. F. A. Haselwood was re-elected a Director.

Messrs. Lowe, Bingham and Matthews were re-appointed auditors of the company for the current year.

THE E. E. AND C. TELEGRAPH COMPANY.

TRADE PROSPECTS IN THE FAR EAST.

Presiding at the general meeting of the Eastern Extension, Australasia and China Telegraph Company held recently, Sir John Wolfer Barry said that the gross revenue was practically the same as in the corresponding period of 1908, the actual figures being £290,951 this year, against £290,295 last year. It was only right, however, to mention that the traffic receipts showed a falling off amounting to, roundly, £8,000, due to the depression in the Far East during the last few years. Fortunately the dollar exchange conditions prevailing in China during the past half-year, and the increased revenue from this source had not only enabled them to wipe out the traffic loss, but to show a few hundred pounds increase for the past half-year. During the last year, on the other hand, there had been a little improvement in most of their traffic, which encouraged the hope that the depression was beginning to pass away. When he last addressed the shareholders he explained that in consequence of the Australian Federal Government having laid and opened cables of their own, between Victoria and Tasmania when the company's exclusive concession expired on the 30th of April last, they had been obliged to close their Georgetown and Klinders Stations, and intended when a suitable opportunity occurred to pick up their cables between Victoria and Tasmania and utilise them elsewhere. For this purpose their largest ship, the steamship *Patrol*, stationed at Singapore, was necessary, and as they had so far had no other cable work for her to carry out in Australian waters, the Tasmanian cables had not yet been picked up. Seeing, however, that their capital account had for some little time past been considerably over-expended, and that the original cost of the Tasmanian cable communication (£70,000) was included in the capital expenditure, it was considered advisable to debit down the capital account by this amount and bring the general reserve fund up to pick up the cables when they were ready to be picked up, and when the cables had been picked up and overhauled the account could be adjusted by crediting the reserve fund with the estimated value of the old cables after deducting the expense of picking them up and transporting them to Singapore. The report was agreed to.

In reply to the comments of a shareholder, the Chairman said that there were signs of some recovery in the Far East and other parts of the world. It was true the net revenue did not allow of their having so large a margin after payment of the dividend as in former years. He ventured to hope that the proprietors need have no great alarm that the dividend would be maintained for the present.

THE OPIUM COMMISSION.

PUBLICATION OF CORRESPONDENCE.

Some correspondence relative to the International Opium Commission at Shanghai, 1909, has just been printed as a Parliamentary paper. We need only quote the following letter written to Sir Edward Grey by Sir C. Clementi Smith on his return to London:—

London, April 8, 1909.

SIR,—I have the honour to submit some observations on the proceedings of the International Opium Commission at Shanghai and its results.

The following countries sent delegations: The United States of America, Austria, China, Great Britain, Germany, France, Italy, Japan, The Netherlands, Portugal, Russia, Persia, and Siam. The proceedings were carried on in the English language, with occasional interpretation into French.

After the commission had settled the rules and orders under which the business was to be

ROBINSON PIANO CO. LTD.

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PIANOS

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JUST UNPACKED:

BRINSMEAD

WERNER

RACHALS

KRAUSS.

INSPECTION INVITED.

[36]

conducted, each delegation presented a report on the cultivation of poppy, the production of opium and its preparation for use, the extent to which it was used, and the control exercised by Government over its manufacture and sale. These reports were read, generally with explanatory comments, by the chief of each delegation, and discussion thereon was then that the report which was awaited with the greatest interest was that which was presented by China. It was read by the second Chinese commissioner, and was of a disappointing character. He admitted, with the utmost frankness, that the statistics and statements regarding the extent to which poppy cultivation and the smoking of opium had been reduced were "guesswork" or "patchwork," but at the same time he was able to show with considerable satisfaction that in certain of the provinces carrying out what he aptly described the gigantic task that the Chinese Government had taken in hand. The report was later on sympathetically criticised in a very able memorandum drawn up by Sir Alexander Hosie, and his criticisms remained to a great extent unanswered, and, indeed, were unanswered.

So soon as all the reports (except one from Russia) had been received and discussed, the commission proceeded to consider the resolutions brought forward by the different delegations. In the first instance the United States' delegates alone had attended the commission with resolutions that had been already prepared. As you are aware the British delegates were not furnished with any formal proposals to lay before the commission, and so I could learn, their attitude was similar to that of all the other representatives, with the exception of those from the United States.

I should add that at a somewhat late stage in the proceedings of the commission, certain Chinese delegates brought forward certain resolutions, some of which were not, however, pressed, one of them dealing with the agreement between India and China being ruled by the commission as not within its scope.

As the time approached for considering the resolutions of the United States delegates, and we were not aware of the form they would assume, we decided to submit certain proposals on behalf of our own commission. These were circulated in due course, and were before the full commission when the United States' resolutions were introduced. It became manifest that the majority of the delegations were not prepared to adopt the major portion of those resolutions, and at the suggestion of the senior French delegate an informal conference was held between the British and United States' delegates with a view to the preparation of such resolutions as would meet with the general approval of the commission as a whole.

This conference was held, and, I am glad to be able to add, with very satisfactory results. The commission ultimately adopted all the resolutions on which we were agreed, together with the two others brought forward by China on the moment when the resolutions of the opium divans in the concessions and settlements in China, and the prohibition of the sale in the same places of anti-opium remedies containing opium or its derivatives.

The resolutions thus passed, after recognising the sincerity of the Government of China in its endeavours to suppress the production and consumption of opium in China, dealt with the following subjects:—

(a) The gradual suppression of opium smoking.

(b) The methods for preventing the abuse of the use of opium, which each country is invited to re-examine.

(c) The duty of adopting reasonable measures to prevent smuggling of opium.

(d) The grave importance of controlling the manufacture, sale, and distribution of morphine.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegrams: Address: Press. Codes: A.B.C. 5th Ed. Lister's. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

E. R. COLONIAL SECRETARY'S DEPARTMENT.

APPLICATIONS, which should be addressed to the REGISTRAR GENERAL, are invited for the post of CHINESE TRANSLATOR in the Supreme Court. The Salary of the post is \$1,680 a year rising to \$2,040.

F. H. MAY, Colonial Secretary, Hongkong, 3rd December, 1909. [1467]

BAZAAR IN AID OF THE POOR CHINESE ORPHANS OF THE ASILE DE LA SAINTE ENFANCE, Under the Distinguished Patronage of His EXCELLENCY SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.

THE FRENCH SISTERS have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL on THURSDAY, the 9th inst., at 2 o'clock in the afternoon. They request the presence of the Public in order to inspect the different Needle and Fancy Works made by their Poor Orphans. Hongkong, 7th December, 1909. [1468]

NOTICE.

THE Whole of the VALUABLE HOUSEHOLD FURNITURE and Effects belonging to Mr. W. D. GRAHAM to be Sold by Public Auction on FRIDAY, the 3rd December, will be on View TO-DAY within his Residence, "Hayter," No. 108, The Peak. HUGHES & HOUGH, Auctioneers. Hongkong, 1st December, 1909. [1469]

OFFICES TO LET.

ON the Second Floor, No. 8, Des Vaux Road, Central, corner of Ice House Street, SIX COMMODIOUS AND AIRY ROOMS, with lavatory and kitchen attached. For terms apply to H. PERCY SMITH, F.C.A., Receiver for L.M. AYRES & Co., in Voluntary Liquidation, 5, Queen's Road Central. Hongkong, 1st December, 1909. [1470]

LOST.

IN Kowloon, A BROWN SETTER BITCH (12 months old), answers to the name of "Biddy." Finder please communicate with J. C. WILKIN, Care of Water Police. Hongkong, 29th November, 1909. [1465]

E. R.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JAMES EDWARDS, Late of the "Homestead" at Kowloon, in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 58 of Ordinance, 1897, made an Order limiting the time for sending in Claims against the above estate to the 31st day of January, 1910. Creditors and claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 22nd day of November, 1909. J. H. KEMP, Official Administrator.

FOR SALE OR TO LET.

DERRINGTON, PEAK ROAD, No. 8. SHEORCLIFFE, Garden Road, 7. For Particulars apply to C. SCHÖTTER, King's Buildings, 11th Floor, Care of Garretts, Börner & Co. Hongkong, 1st December, 1909. [1140]

FOR SALE.

A Quantity of NOTHING for Tennis Courts, etc. TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. CHINA EXPRESS CO., 3, Duddell Street. [150]

ALL and every thing from FATHER TUCK. Popular Packets of 18 Selected XMAS CARDS for 50 Cents Only.

CALENDARS, HALF MASKS, PICTURE and PAINTING BOOKS, MECHANICAL and ROCKING ANIMALS, PICTORIAL PUZZLE POSTCARDS, KINDERGARTEN, A.B.C. of ANIMALS, ALBUMS, RELIEF SCAPES, CHRISTMAS AUTO STATIONERY, &c., &c. Inspection Invited. GRACA & CO., 27, Des Vaux Road. [1259]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG, at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1909. [1514]

ENTERTAINMENT

THEATRE ROYAL.

COMING!

THE MERRYMAKERS 6 NIGHTS ONLY 6

DECEMBER 6TH to 11TH.

MONDAY, 6TH DECEMBER.
TUESDAY, 7TH "
WEDNESDAY, 8TH "
THURSDAY, 9TH "
FRIDAY, 10TH "
SATURDAY, 11TH "

GRAND VAUDEVILLE AND ENTERTAINMENT CO.

A STRONG COMPANY OF COMEDIANS, SINGERS AND DANCERS.

BOOKING AT S. MOUTRIE & Co.

PRICES AS USUAL.

\$3, \$2 & \$1.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ... £25,000,000
Subscribed Capital ... £2,775,000
Paid-up Capital ... £1,212,500 0 0
II. Fire Funds ... £320,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 14th August, 1909. [908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1083]

SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1221]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [1152]

LADIES' SHOES. JUST LANDED.

A. TACK & CO.

25, Des Vaux Road, CENTRAL. Hongkong, 22nd November, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1327]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [47]

報新外中港香

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Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-MORROW (THURSDAY), the 2nd DECEMBER, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street, AN ASSORTMENT OF JEWELLERY.

Comprising—LADIES' GUARDS, NECKLETS, RUBY and OPAL RINGS, BANGLES, KEYLESS HUNTER WATCH, CHRONOGRAPHS, BRACELETS, SIGNET RINGS, PENDANTS, SOLID SILVER TEASPOONS by Mappin and Webb, LADIES' and GENTS' SILVER and GOLD WATCHES, CHAINS, BROOCHES, LOCKETS, CUTLERY, &c.

A Few Lots of BINOCULARS, (Army and Navy and by Rosselle), TELESCOPES, CUTLERY, XMAS TOYS, &c., &c. Particulars from Catalogue which will be issued. On View on WEDNESDAY, A.M. Terms—As Usual.

GEORGE P. LAMBERT, Auctioneer. Hongkong, 29th November, 1909. [1460]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction, TO-MORROW (THURSDAY), the 2nd day of DECEMBER, 1909, at 3 o'clock in the afternoon, at his SALES ROOMS, in Duddell Street, Victoria, Hongkong, The Following VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES, IN FOUR LOTS:

LOT 1.—All that Piece or Parcel of ground situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as SECTION B of MARINE LOT No. 34 together with the message erections and buildings thereon known as No. 80, Bonham Strand, area 1,689 square feet, Term 999 years. Annual Crown Rent, \$30.19.

LOT 2.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUB-SECTION 4 of SECTION B of MARINE LOT No. 6 together with the message erections and buildings thereon known as No. 6, Bonham Strand, Term 992 years. Annual Crown Rent, \$600.

LOT 3.—All that Piece or Parcel of ground situate in the Dependency of Kowloon and known and registered in the Land Office as SUB-SECTION 3 of SECTION A of KOWLOON INLAND LOT No. 715, together with the message erections and buildings thereon known as No. 384, Shanghai Street, Area 1,082 square feet, Term 75 years. Annual Crown Rent, \$250.

LOT 4.—All that Piece or Parcel of ground situate at Victoria aforesaid, and known and registered in the Land Office as SECTION D of PRAYA RECLAMATION TO THE REMAINING PORTION OF MARINE LOT No. 37A (held under and upon the terms and conditions of two several Agreements relating to the Reclamation in front of Marine Lot No. 37A Remaining Portion dated respectively the 5th October, 1889, and the 9th June, 1899, and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong of the one part and Tsun Tak Tong of the other part and His Excellency Sir HENRY ARTHUR BLAKE, G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong and its Dependencies and Vice-Admiral of the same, of the other part; by the first of which Agreements the Governor agreed to grant to the said Tsun Tak Tong his executors administrators and assigns a Crown Lease of the said premises for the term of 999 years upon the terms and subject to the conditions in the said Agreement mentioned, and by the second of which Agreements in consideration of the Governor letting the said Tsun Tak Tong into possession of the said premises the said Tsun Tak Tong agreed (inter alia) to pay to the Governor the Annual Crown Rent of \$70,000, together with the message erections and buildings thereon known as No. 52, Connaught Road West and No. 1, Des Vaux Road West, Area 793 square feet. Proportion of Annual Crown Rent, \$15.50.

For further particulars and conditions of sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendor.

MR. GEO. P. LAMBERT, The Auctioneer. Hongkong, 15th November, 1909. [1419]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. D. GRAHAM, Esq., to Sell by Public Auction, On FRIDAY, the 3rd DECEMBER, 1909, at 2 P.M., within his Residence, "Hayter," No. 108, The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE AND EFFECTS, including a COTTAGE PIANO, by E. Krauss, Stuttgart; ALSO Some GOOD JAPANESE and CHINESE CURIOS. Catalogues will be issued. Terms—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 27th November, 1909. [1455]

GENUINE CHEAP SALE.

LESS THAN ROCK BOTTOM PRICES.

Enquire within and be convinced.

HOOSAIN-ALI & Co., 14, Queen's Road Central. Hongkong, 2nd November, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandeliers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,575,000
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. for 6 " 3½ " for 3 " 3 " WM. DICKSON, Manager. Hongkong, 6th April, 1909. [121]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KOMMERZBANK ENDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTOR DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLICHROEDER BERLINER HANDELS-GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHN.

JACOB S. H. STEIN MORDENSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, JR. & Co., Koeln. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Accounts, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN, Manager. Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID-UP ... £622,000
RESERVE FUND ... £250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits: For 12 months ... 4 per cent. For 6 " ... 3½ per cent. For 3 " ... 3 per cent. EVAN ORMERSON, Manager. Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, Kobe, Osaka, Nagasaki, Yokohama, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chiofo, Tientsin, Peking, Nanking, Dairen, Port Arthur, Amoy, Canton, Swatow, Chungking, Chungshan.

HONGKONG—INTEREST ALLOWED On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 per cent. for 6 " 3½ " for 3 " 3 " TAKAO TAKAMICHI, Manager. Hongkong, 14th September, 1909. [454]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000
RESERVE FUNDS—STERLING £1,500,000 at 2½—\$15,000,000
SILVER ... \$15,250,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: Hon. Mr. W. J. GIBSON—Chairman. H. E. TOMKINS, Esq.—Deputy Chairman. G. Balloch, Esq. Fr. Lieb, Esq. J. W. Balfour, Esq. E. Shellim, Esq. E. G. Barrett, Esq. R. Shewan, Esq. C. S. Gubbay, Esq. H. A. Slobe, Esq. C. R. Lenzmann, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On Fixed Deposits: For 3 months, 2½ per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum. J. R. M. SMITH, Chief Manager. Hongkong, 13th November, 1909. [20]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
= about Mex. \$7,222,222
RESERVE FUND ... Gold \$3,250,000
= about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 4½ per cent. per annum. For 6 " 4 " " For 3 " 3 " " No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON, Manager. Hongkong, 8th April, 1909. [1335]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907. [121]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,378,100 (£1,031,500)
Reserve Fund Fl. 2,754,336.09 (£229,528)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money, Current Account at the rate of 2 per cent. per annum on Daily balances and accepts, Fixed Deposits at the following rates: 12 months 4½ per cent. 6 do. 4 " 3 do. 3½ " C. WOLDRINGH, Manager. No. 16, Des Vaux Road Central. Hongkong, 4th August, 1909. [28]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000
Reserve Fund ... Yen 1,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Kobe, Tainan, Anping, Nagasaki, Tamsui, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama, Swatow.

HONGKONG OFFICE: 3, Des Vaux Road. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 10th September, 1909. [1362]

DAVID CORSAIR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARAULING ARNHOLD, KARBBERG & CO. Sole Agents. 1674

TO LET

TO LET. 3, Des Vaux Road. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 10th September, 1909. [1362]

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TO LET

NAPIER JOHNSTONES. "SQUARE BOTTLE" WHISKY.



THE SAME TO-DAY AS IN 1745.
UNVARIABLE
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

APIOLINE

(CHAPOTEAUT)



LADIES' SAFE REMEDY.

For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

1464-3

MITSU BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 83 "
Water on Blocks at Spring Tide... 34 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 64 "

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.



KEATING'S LOZENGES

THE WORST COUGH

One gives relief. An increasing sale of over 30 years is a certain test of their marvellous value.

Sold in bottles everywhere.

JAPAN'S NAVAL POLICY.

THE MASTERY OF THE PACIFIC.

An article by the Japanese writer, Mr. Satoru Kato, entitled, "The Mastery of the Pacific," in which he describes very definitely Japan's naval policy, is one of the leading features in the *Navy League Annual* published last month. Mr. Kato opens with a reference to gunnery practice, and says that the Japanese have proved that scientific gunnery in the hands of calm, cautious, yet alert men cannot be inaccurate. The gun need never miss the bull's-eye; it is the men who err. The article proceeds: A Japanese naval captain on active service estimates the chief fighting units of warships belonging to various Powers as follows:—

	1909.	1916.	1920.
Great Britain	81	73	74
Germany	32	40	37
France	28	—	40
United States	37	38	26

Since the above figures were computed the altered British naval policy apparently adheres to the unyielding position of her historical supremacy. But he (the Japanese officer) surmises that Great Britain may, should necessarily arise, despatch forty warships to the Far Eastern waters in 1916, and 37 in 1920; Germany, 40 in 1916, and 37 in 1920; France, an uncertain number in 1916, and 40 in 1920; and the United States 38 in 1916, and 28 in 1920. It is taken for granted that Germany, France, and the United States are to be then in a position to send out their entire force, whilst Great Britain would only be able to spare one-half of her fighting units. Truly is the fate of Japan well decided should she have to rely upon the comparative strength of fleets on paper.

In the year 1917, however, the Japanese Navy will open a new chapter, inasmuch as the Government must then ask the people to vote for a fresh Appropriation Bill. It must be borne in mind that Japanese naval pay is remarkably small. The Japanese admiral receives slightly less than the British engineer-captain's salary. The rear-admiral is paid no more than the British commander receives. The captain, to whose charge a vessel worth £2,000,000 is entrusted, receives not as much as some of the British lieutenants. It cannot be therefore an exaggeration if we say that the naval funds possess three times their monetary value in Japan as compared to identical amounts voted in other countries. That is to say, a grant of four millions corresponds to twelve millions. Indeed, so economical is the disbursement of money for constructive purposes that the Japanese Government may well be congratulated upon their achievement in building a battleship at one-third the money previously found necessary for the purpose. At a proper moment, accordingly, the Japanese will have in commission an adequate number of fighting ships, and the funds for their construction will not be lacking.

No navy is of any consequence unless the ships are built in home dockyards with material produced at home; all the component parts expedient to the naval cause should be capable of being manufactured at will in time of war as well as in peace. A naval Power is the nation that is not disturbed by the laws of neutrality in the consideration of her bellicose operations at sea. In 1866 the first steamer, *Chiyodagata*, of 139 tons, was built with the aid of French naval architects, but since April, 1877, the Japanese have dispensed with assistants from foreign countries. A strategic distribution of dockyards is also necessary, not concentration in one place, so that the fortune of war may not entail operations even should the country be devastated at a certain point. The fall of one Admiralty port should not interfere with the movements of the Japanese Navy. The war of 1894-5 commenced with twenty-eight ships of some 57,600 tons in all, which could be aggregated by three or four ships of the present day dimensions. As soon as battleship construction commenced in Japan, we did not repeat wasteful experiments in building insignificant vessels, but immediately the Japanese endeavoured to surpass any other vessels afloat or building, and a considerable number of vessels of quality and efficiency, but once hostilities commenced, there will be a commencement in the building of men-of-war, and no workman will then ask the Government to be paid as long as he is provided with the indigent commodities of life.

It is commonly reported that there are nine submarines in the Japanese service, but in a very short time ordinary torpedo-boats will be superseded by submarines designed and built in Japan. The construction of submarines is a most secret section in the Japanese Navy. The type of vessel itself is reconcealed. At a critical hour it will be strange indeed if the authorities find themselves unable to utilize some thirty-two submarine boats instantaneously. The preparations are nothing but a rampart for our national existence. The Japanese Navy should take no part in the international show contrasting various pretensions. The latest design Japanese battleship externally in a measure resembles a merchantman, but only to outward appearance. It is neither gorgeous nor ostentatious.

Undoubtedly there are several causes to make a country worthy of being a nation; but in the present century a Power is a nation that can produce steel within its own hand. Japan struggled hard to do, and has now surmounted the difficulty in the manufacture of steel. At all events, Japan is now in a position to be independent as to iron and steel if compelled so to be; but, at the same time, in the usual commercial consideration the foreign steel trade with Japan will certainly not come to an end.

In the feat of conducting a modern armada round the world, the United States has shown us a remarkable luxury; and in the similar case of the Baltic fleet it was a vital problem for Russia. From a seaman's point of view the Baltic fleet was better handled in such a critical moment as then existed than the American commander led his fleet to his goal as one man and there met his enemy, while the American Commander-in-Chief was thrice appointed before the safe arrival of the armada at Hampton Roads. The voyage of the *Tsushima* to the South Atlantic coast of the United States gave the world experts an idea that Japanese seamanship is not inferior to that of nations of longer experience.

An engrained version of "the sovereignty of the Pacific Ocean" might well jeopardize universal peace. Diplomatic representations must be replaced by an open acceptance of the facts; for no treaty can arrange or derange the

influence upon some minds to alter our naval programme at once. Unless the present status quo is wantonly disturbed, there is no necessity for us to enter upon bellicose hypotheses, but unfortunately we behold a chaotic sky in the West.

After pointing out that Japan is the disseminator of Western civilisation in the East, the article concludes as follows:—However friendly we (Great Britain and Japan) may mutually be, let us not forget that we are, in reality, two nations, and one precise fact is known to all, namely, there is no officer in his Imperial Majesty's service who improves, actually, either naval or military assistance from Great Britain even at our most critical moment or at a time that the alliance is in full force. Purported for high politics our alliance was formed, nor is it futile in its aims. When the last arguments of kings have broken down in open hostilities, Japan is even prepared with men, so to speak, slightly stronger than our own plates.

RAILWAY ENTERPRISES IN CHINA.

Reuter gave a fairly full summary of the questions asked on this subject by Earl Stanhope in the House of Lords recently, but many readers may wish to read the full statements, which were reported in *The Times* as follows:—

Earl Stanhope asked his Majesty's Government whether, in view of Germany's assertion of rights to participate on equal terms in the construction and financing of railways in the Yangtze Province, his Majesty's Government recognized German claims to an exclusive position in mines and railways in Shantung. Similarly, whether Russian financiers having intimated their intention of participating in railway enterprises in the Yangtze Valley, the Anglo-Russian Convention of 1899 with regard to railway enterprise in China had been abrogated, and whether in that case British enterprises was in a position to claim equal opportunities in the region north of the Great Wall. The noble earl further asked whether it was not advisable to determine the geographical limits within which the Japanese Government was entitled to veto or intervene in such measures as the Chinese Government might desire to take for the development of Western Manchuria and Mongolia.

The Earl of Crews—I hope I may be allowed to express the pleasure which I am sure the whole House feels, and which I myself particularly feel as an old friend of the noble earl's family, at seeing him taking that part in the proceedings of the House to which one who was so distinguished a Parliamentary name is entitled. (Hear, hear.) I hope the questions he has put to the Government may be the forerunner—I will not say of many more questions, because no Government is eager to be questioned, but of a frequent participation by him in the discussions of the House. He asks me three questions. As regards the first question, his Majesty's Government has not given the German Government any assurance in that sense. The case raised by the second question is of a somewhat different character. The proposed participation by the Russians in railway enterprise in the Yangtze Valley is confined to a loan, which is not secured by any mortgage on the line, and that loan does not appear to contravene the terms of the Anglo-Russian Agreement of 1899. I ought to add that we do not anticipate that British participation in railway enterprise north of the Great Wall on similar terms to those on which the Russians are engaged in the Yangtze Valley will occasion any protest on the part of the Russian Government. When we are considering these matters it is important to remember that owing to the great change that has taken place in the position of affairs in China since the two agreements alluded to by the noble earl were made all new railways in China will be under the control of the Chinese Government. In regard to the third question, the noble earl was conscious that he was treading on somewhat risky ground. I am afraid I cannot follow him into the matter raised by that question. As the matter stands, it is one entirely for arrangement between the respective Governments of China and Japan.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLED SINCE 1838.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

THE NEW FRENCH REMEDY.

THERAPION
This successful popular remedy, used in continental hospitals by Kieffer, Kottin, Jellert, Volp and others, surpasses everything hitherto employed.
THERAPION No. 1
In a remarkably short time, often a few days only, removes all discharges, superfluous injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.
THERAPION No. 2
For blood-poison, bad legs, spots, blotches, eczema, skin and swelling of joints, secondary symptoms, rheumatism, gout, thrombosis, &c. It purifies the whole system through the blood, and thoroughly eliminates all poisonous matter.
THERAPION No. 3
This is the best used in curing scrofula, from disipation, worry, overwork, excesses, &c. It possesses surprising power in restoring strength to those suffering from nervous debility, and of long residence in hot, unhealthy climates.

BY APPOINTMENT TO HIS MAJESTY THE KING.

BOVRIL

No matter what we may say about Bovril, nothing can speak so strongly to you as an actual trial of Bovril itself.

Bovril contains all the goodness of prime beef in highly condensed form.

70-2

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - - APRIL 16th.
LONDON - - - - - APRIL 23rd.

FARES TO LONDON.—

1st SALOON £71 10 SINGLE; £106 14 RETURN.
2ND " £48 8 " £72 12 "

For Further Particulars, apply to

E. A. HEWETT,

SUPERINTENDENT.

[1075]

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EFFECTIVE FROM OCT. 28th, 1909.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORU MARU" and "HAKIO MARU" (2,877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Saturday	Monday or Tuesday	
Leave—Dairen	Sunday	Tuesday	Friday
Arrive—Mukden	"	"	"
Leave—Mukden	"	"	"
Arrive—Changchun	Monday	Wednesday	Saturday
Leave—Changchun (Russian Train)	"	"	"
Arrive—Harbin	"	"	"
Connecting at Harbin with { State Express for Moscow. Wagon-Lits from Moscow. State Express for St. Pet'g.			
SOUTH-BOUND.			
Connecting at Harbin with { State Express for St. Pet'g. State Express from Moscow. Wagon-Lits to Moscow.			
Leave—Harbin (Russian Train)	Monday	Thursday	Saturday
Arrive—Changchun	"	"	"
Leave—Changchun	Tuesday	Friday	Sunday
Arrive—Mukden	"	"	"
Leave—Mukden	Wednesday	"	"
Arrive—Dairen	"	"	"
Leave—Dairen (Steamer)	"	"	"
Arrive—Shanghai	Friday	Sunday	Tuesday

*Russian Train Time is 23 minutes earlier than S. M. R. Time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the Company's management.

FUSHUN COAL.

FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANCHURIA." Codes: A.B.C., 5th Ed., A.I. and Lieber's. (137-723)

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. Ghosch.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. FANNKE.

"BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE making it for playing purposes as good as new.
(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS,
THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS, ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALTY.

WE HOLD THE LARGEST STOCK OF
BILLIARD TABLE ACCESSORIES AND MATERIALS OUT OF LONDON.

SHIPPING.

ARRIVALS.
CHANGCHOW, British str., 30th Nov.—Canton.
KAITONG, British str., 30th Nov.—Canton.
COBA and **LOLO** 26th Nov.—Hemp and Sugar—Butterfield & Swire.
KREMUN, British str., 5,866, R. I. Conradi, 30th Nov.—Tacoma 3rd Nov., Salmon, Flour and Lumber—Butterfield & Swire.
KLEIST, German str., 14,600, O. Pahnke, 30th Nov.—Yokohama 20th Nov.—General—Melchers & Co.
KUMONOW, British str., 30th Nov.—Canton.
KWANGOW, British str., 1228, H. A. Hards, 30th Nov.—Wakamatsu 14th Nov.—Coal—Butterfield & Swire.
MENELAUS, British str., 3,006, J. L. Williams, 30th Nov.—Shanghai 27th November.
NINGCHOW, British str., 5,836, H. L. Allen, 30th Nov.—Liverpool 16th October, and Manila 27th Nov.—Butterfield & Swire.
QUINTA, German str., 30th Nov.—Canton.
TJILWONG, Dutch str., 3,061, A. Pander, 30th Nov.—Moji 25th Nov., Coal and General—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

30th November.
Amigo, German str., for Hoihow.
Lighting, British str., for Singapore.
Loonah, German str., for Hoihow.
Melanchia, British str., for Saigon.
Kleist, German str., for Europe, &c.
Kueichow, British str., for Tientsin.
Kueichow, British str., for Shanghai.
Maehow, German str., for Hongkong.
Shinshu Maru, Jap. str., for Kobe.
Tyminah, British str., for Amoy.
Tsurugisan Maru, Japanese str., for Moji.

DEPARTURES.

30th November.
BRECONSHIRE, British str., for Straits.
CANTON, British str., for Canton.
CHINKANG, British str., for Canton.
CROWLEY, German str., for Bangkok.
HAITAN, British str., for Swatow.
KASHING, British str., for Canton.
KOREA, American str., for San Francisco.
KWANGOW, British str., for Canton.
PAOTING, British str., for Shanghai.
TAMING, British str., for Manila.
THORND, Norwegian str., for Swatow.
TJILWONG, Dutch str., for Batavia.
TSINTAU, German str., for Bangkok.

SHIPPING REPORTS.

The British str. **Melanchia** reports: Fine weather and light winds.
 The British str. **Kueichow** reports: Fresh monsoon and moderate sea throughout.

VESSELS IN DOCK.

November 30th.
Kowloon Dock—H.M.S. **Otter**, H.M.S. **Virago**, H.M.S. **Rainbow**, **Amelia**, **Haimun**, **Lekin**, **Prominent**, H.M.S. **Ferne**, H.M.S. **Toku**, **Kwong Tung**.
Tai Koo Dock—**Kanchow**, **Wynerie**, **Taming**, **Taiwan**.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"**LIGHTNING**,"
 Captain A. E. Gaudes, will be despatched for the above ports TO-DAY, the 1st Dec., at Noon.
 For Freight or Passage, apply to
DAVID BASSOON & Co., Ltd., Agents.
 Hongkong, 30th November, 1909. [141]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast).
 THE Steamship

"**WYNERIC**,"
 will be despatched for the above Ports TO-DAY, the 1st December, 1909.
 For Freight apply to
ARNHOLD, KARBURG & Co., Agents.
 Hongkong, 27th November, 1909. [1345]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.
 FOR BOSTON AND NEW YORK.
 "LOWTHER CASTLE" On 7th Dec.
 For New York.
 "SHIMOSA" " " 22nd Dec.
 For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.
 Hongkong, 29th November, 1909. [1389-1450]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast).
 S.S. "INDRAMATO" On 14th Dec. 1909.
 For Freight and further information, apply to—
SHEWAN, TOMES & Co., General Agents.
 Hongkong, 25th November, 1909. [1414]

"**SHIRE**" LINE OF STEAMERS, LTD.
 FOR LONDON AND ANTWERP.
 THE Steamship

"**DENBIGHSHIRE**,"
 Captain W. Barrett, will be despatched as above on or about 26th December.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 30th November, 1909. [1463]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.M.R.	P. & O. S. N. Co.	About 1st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.M.R.	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEBENHURGH	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ARABIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 6th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	—	Neumann	HAMBURG-AMERICA LINE	On 20th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	—	v. Hoff	HAMBURG-AMERICA LINE	On 13th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SENTOUBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERICA LINE	On 1st Jan.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SENTOUBIA	Ger. str.	—	v. Dohren	HAMBURG-AMERICA LINE	On 15th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SENTOUBIA	Ger. str.	—	v. Dohren	MELCHERS & Co.	About end of Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	SENTOUBIA	Ger. str.	—	Girard	MESSEAGERIES MARITIMES	On 7th inst., at 1 p.m.
COPENHAGEN, GOTHENBURG & BALIC PORTS	ERNEST SIMON	Frenc. str.	—	S. Hordahl	NIPPON YUSEN KAISHA	On 8th inst., at D'light
COPENHAGEN, GOTHENBURG & BALIC PORTS	SADO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
COPENHAGEN, GOTHENBURG & BALIC PORTS	HIRANO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 5th Jan., at D'light
COPENHAGEN, GOTHENBURG & BALIC PORTS	TANGO MARU	Jap. str.	—	Selmer	HAMBURG-AMERICA LINE	End of Jan.
COPENHAGEN, GOTHENBURG & BALIC PORTS	SUEVIA	Dan. str.	—	—	MELCHERS & Co.	On 4th inst., at Noon.
COPENHAGEN, GOTHENBURG & BALIC PORTS	SIAM	Ger. str.	—	O. Pahnke	MELCHERS & Co.	On 26th inst., at Noon.
COPENHAGEN, GOTHENBURG & BALIC PORTS	KLEIST	Ger. str.	—	E. Nitsche	SHEWAN, TOMES & Co.	On 14th inst.
COPENHAGEN, GOTHENBURG & BALIC PORTS	E. F. FERDINAND	Aus. str.	—	—	DODWELL & Co., Ltd.	On 22nd inst.
TRIESTE, &c., VIA SINGAPORE, &c.	INDRAMATO	Am. str.	—	—	ARNHOLD, KARBURG & Co.	To-day.
NEW YORK VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th inst.
BOSTON & NEW YORK	LOWTHER CASTLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 4th inst., at 7 A.M.
BOSTON & NEW YORK	EMPRESS OF INDIA	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 23rd inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	AMERICA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 7th inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	AMERICA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 4th Jan., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	SHINANO MARU	Jap. str.	—	K. Kawan	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	AKI MARU	Jap. str.	—	K. Sato	OSAKA SHOSEN KAISHA	On 10th inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	TACOMA MARU	Jap. str.	—	H. Yamamoto	TOTO KISEN KAISHA	To-day, at 6 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	MANSHU MARU	Jap. str.	—	—	MELCHERS & Co.	On 3rd inst., at D'light
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	PAUYAN	Brit. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	PRINZ WALDEMAR	Ger. str.	—	F. Iske	NIPPON YUSEN KAISHA	On 21st Jan., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 18th inst., at D'light
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	About 11th inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	Quick despatch.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	AWA MARU	Jap. str.	—	A. Keith	MELCHERS & Co.	To-morrow, at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	PRINZ SIGISMUND	Dut. str.	—	D. Lens	BTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	TAKIHI	Brit. str.	—	H. Koops	HAMBURG-AMERICA LINE	To-day.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KWIKYANG	Brit. str.	—	Dowson	MELCHERS & Co.	About 1st inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	STYRONIA	Ger. str.	—	Brehmer	MELCHERS & Co.	To-morrow.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	GOEBEN	Ger. str.	—	B. Wilhelm	BTTERFIELD & SWIRE	On 3rd inst., at 8 A.M.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	NIPPON	Dan. str.	—	—	OSAKA SHOSEN KAISHA	On 3rd inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	P. Kette	JARDINE, MATHESON & Co., Ltd.	About 4th inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	T. Suruga	BTTERFIELD & SWIRE	On 5th inst., at D'light
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	M. Courtney	P. & O. S. N. Co.	On 6th inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	C. W. Watkins, R.M.R.	BTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	—	MESSEAGERIES MARITIMES	On 10th inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	Broe	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	On 10th inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	Williams	BTTERFIELD & SWIRE	About 10th inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	v. Dohren	P. & O. S. N. Co.	On 12th inst., at D'light
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	E. W. H. Snow	BTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	—	BTTERFIELD & SWIRE	On 26th inst., at D'light
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	On 23rd inst., at 8 A.M.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	K. Sugi	OSAKA SHOSEN KAISHA	On 5th inst., at 10 A.M.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	H. Maruyama	BTTERFIELD & SWIRE	To-day, at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	Hodgins	DOUGLAS LAFRAK & Co.	On 3rd inst., at 10 A.M.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	W. C. Passmore	DOUGLAS LAFRAK & Co.	On 3rd inst., at 10 A.M.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	Jameson	BTTERFIELD & SWIRE	On 3rd inst., at 10 A.M.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 4th inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	E. Rodger	BTTERFIELD & SWIRE	On 7th inst., at 3 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	A. W. Underbridge	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	S. J. Payne	SHEWAN, TOMES & Co.	On 11th inst., at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	B. W. Almon	BTTERFIELD & SWIRE	On 2nd inst., at 4 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	Mathias	MELCHERS & Co.	On 3rd inst.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	F. Semblil	NIPPON YUSEN KAISHA	To-day, at Noon.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	J. C. Richards	DAVID SASSON & Co., Ltd.	On 7th inst., at 3 p.m.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	A. E. Gentes	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
YANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CHOSUN MARU	Jap. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 23rd December.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED.
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 29th November, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. O. PARNKE	Wed'ay, 1st Dec., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About Wed'ay, 1st December.
MANILA, YAP, NEWGUINEA, BRISBANE, S.A.M. & R.I., SYDNEY AND MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	Friday, 3rd Dec., at D'light
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 11th December.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Middle of December.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 24th November, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF INDIA" Sat., 4th Dec.	"EMPRESS OF BRITAIN" Fri., 31st Dec.
"EMPRESS OF JAPAN" Sat., 1st Jan.	"ALLAN LINE" Fri., 28th Jan.
"EMPRESS OF CHINA" Sat., 29th Jan.	"EMPRESS OF IRELAND" Fri., 25th Feb.
"MONTEAGLE" Tuesday, 15th Feb.	
"EMPRESS OF INDIA" Sat., 26th Feb.	"EMPRESS OF IRELAND" Fri., 25th Mar.
"EMPRESS OF JAPAN" Sat., 26th Mar.	"EMPRESS OF IRELAND" Fri., 22nd April.

The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers " " 43 " " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Great Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broe	On 6th Dec., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMON" Capt. Girard	On 7th Dec., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE" Capt. Boller	On 20th Dec., P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnet	On 21st Dec., 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London; via Paris, from £27 10s. up to £71 10s. 2d. Railway from Marseilles to London. Interpreters meet Passengers on arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
 Hongkong, 24th November, 1909. Queen's Building. [2]

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"**HIMALAYA**,"
 Captain L. E. S. Spicer, R.M.R., carrying His Majesty's Mails, will be despatched from this office for Bombay, &c., on SATURDAY, the 11th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Kenrick, R.N.R.	About 1st Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SICILIA Capt. C. E. Watkins, R.N.R.	About 4th Dec.	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 10th Dec.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	Noon, 11th Dec.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th November, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"KANCHOW"	On 1st Dec., 4 P.M.
THURSDAY ISLAND, COOK, TOWN, CAIENS, TOWNSVILLE, SYDNEY and MELBOURNE	"TAIYUAN"	On 1st Dec., 6 P.M.
SHANGHAI	"HUNAN"	On 2nd Dec., 4 P.M.
TSINGTAI, WEIHAIWEI, CHEFOO, and DALNY	"KWEIYANG"	On 2nd Dec., 4 P.M.
CHINKIANG	"KALGAN"	On 2nd Dec., 4 P.M.
HAIPHONG	"SINGAN"	On 3rd Dec., 10 A.M.
ZAMBOANGA, CEBU and LOILO	"KAIFONG"	On 3rd Dec., 4 P.M.
SHANGHAI	"ANHU"	On 5th Dec., 4 P.M.
MANILA	"TEAN"	On 7th Dec., 3 P.M.
SHANGHAI	"LINAN"	On 9th Dec., 4 P.M.
SHANGHAI	"CHINHUA"	On 12th Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 16th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHU", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE	"AMARA"	Thursday, 2nd Dec., 3 P.M.
SHANGHAI via SWATOW & Ningpo	"CHOYSANG"	Friday, 3rd Dec., Noon.
MANILA	"YUEHSANG"	Friday, 3rd Dec., 4 P.M.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	Tuesday, 7th Dec., 3 P.M.
SHANGHAI	"YATSHING"	Tuesday, 7th Dec., 4 P.M.
MANILA	"LOONGSANG"	Friday, 10th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Sunday, 26th Dec., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 1st December, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	On 2nd December.
TAKAO, SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 23rd December.
COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About end of Dec.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"SIAM"	End of January, 1910.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 24th November, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI and FOOCHOW.	FRIDAY, 3rd Dec., at 10 A.M.
"HAICHING"	SWATOW, AMOI and FOOCHOW.	TUESDAY, 7th Dec., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st December, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR HAMBURG & ANTWERP	DATE
S.S. BRISGAVIA	6th Dec.
FOR HAVRE, ROTTERDAM & HAMBURG	
S.S. SILEBIA	13th Dec.
FOR ROTTERDAM & HAMBURG	
S.S. ARABIA	20th Dec.
FOR HAVRE & HAMBURG	
S.S. SENHAMBIA	1st Jan.
FOR MARSEILLES & HAMBURG	
S.S. SUEVIA	5th Jan.
FOR HAVRE & HAMBURG	
S.S. SCANDIA	15th Jan.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th November, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.

S.S. AMERICA MARU ... 5000 " ... Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building,

Hongkong, 5th November, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SADO MARU Capt. S. Horiuchi	6,500	WED'DAY, 8th Dec., at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 22nd Dec., at Daylight.
	TANGO MARU Capt. A. Christensen	8,000	WED'DAY, 5th Jan., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHINANO MARU Capt. K. Kawa	6,500	TUESDAY, 7th Dec., at Noon.
	AKI MARU Capt. K. Sato	7,000	TUESDAY, 4th Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 21st Jan., at Noon.
BOMBAY via SINGAPORE and COLOMBO	MOYORI MARU Capt. J. C. Richards	4,000	FRIDAY, 3rd December.
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. K. Seyoda	4,500	FRIDAY, 10th December.
KOBE and YOKOHAMA	AWA MARU Capt. A. Koiti	5,500	SATURDAY, 11th Dec., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU Capt. A. El-Moosa	9,000	SATURDAY, 18th Dec., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 22nd Dec., at Noon.

§ Fitted with New System of Wireless Telegraphy.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 1st December, 1909.

T. KUSUMOTO,
MANAGER.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2340	R. Rodger	Manila	On 4th Dec., Noon.
RUBI	2540	R. W. Almond	Manila	On 11th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,

Hongkong, 29th November, 1909.

General Managers.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—

16, DES VEUUX ROAD,

HONGKONG.

Japan Office.

14, WATER STREET,

YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPTECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMARI	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILATJAP.	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJILLIWONG	JAPAN	First half of Dec.	JAVA	First half of Dec.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJIBODAS	JAVA	Second half of Dec.	JAPAN	Second half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 9th November, 1909.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOI & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	FRIDAY, 3rd Dec., at 8 A.M.
TAMSIU via SWATOW, AMOI	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 5th Dec., at 10 A.M.
ANPING via SWATOW, AMOI	"SOSEHU MARU" Capt. K. SUGI	WED'DAY, 8th Dec., at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ABIMA,
MANAGER.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACE DONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MAHMOBA 10500	May 14	May 20
DELTA 7500	April 30	MOBEA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10500	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in

1st Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £110 SINGLE £106.14 RETURN.

2nd " £48.8 " £47.12

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	January	about 26 March
SUMATRA	February	about 9 March
NYANZA	February	23 April
SUNDA	March	23 May
MALTA	April	20 June
SARDINIA	May	4 June
NOBE	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £50.00 SINGLE £48.10 RETURN.

2nd " £23.10 " £22.12

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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